

BookletChartTM

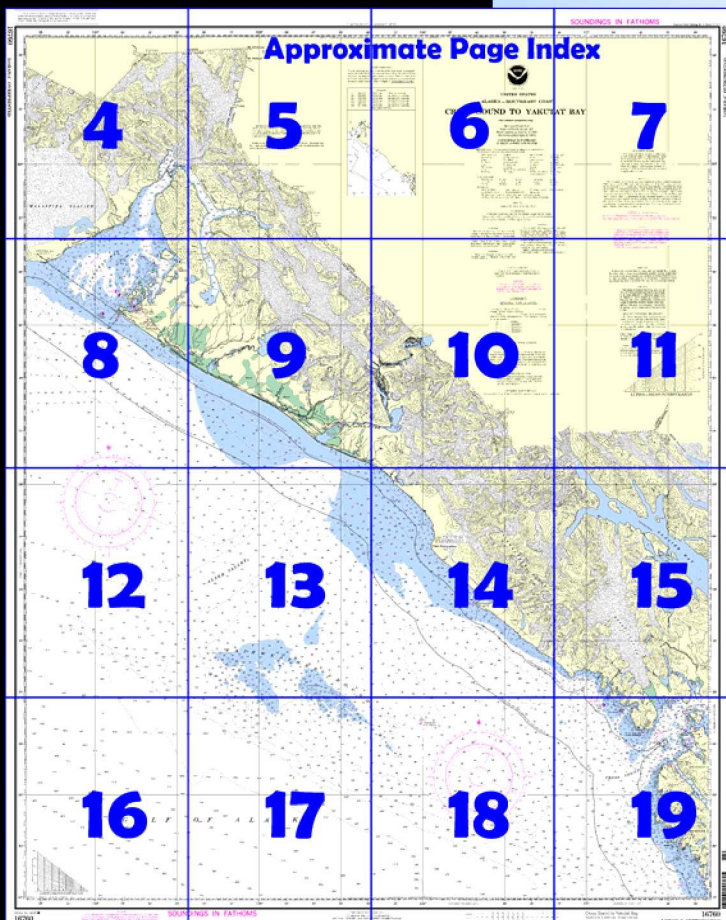
Cross Sound to Yakutat Bay

(NOAA Chart 16760)

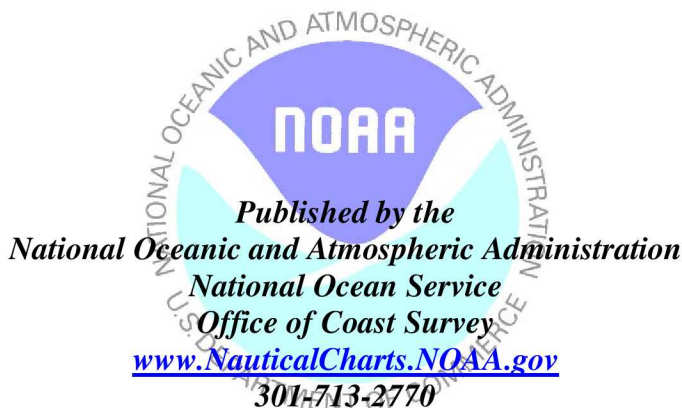


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

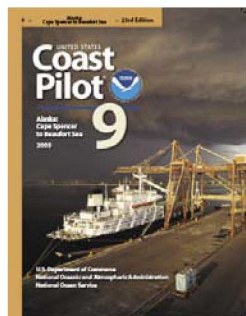
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(38) From Icy Point to La Perouse Glacier, a distance of about 8 miles, the coast is low and wooded, with rolling hills that gradually increase in height to the bare mountain peaks. Rocks extend along the coast about halfway from the point to the glacier; the rest of the way is mostly smooth sand beach.

(39) **La Perouse Glacier**, about 24 miles N of Cape Spencer, is an outstanding landmark along this coast because the mountains are often covered by clouds. The face of the

glacier is 200 to 300 feet high and is nearly perpendicular; at the foot of the glacier is a narrow strip of sand beach strewn with boulders.

(40) Between La Perouse Glacier and Lituya Bay, 15 miles NW, the coast is low and densely wooded. About 2 miles inland are hills that rise in a succession of terraces to the snowcapped peaks of the **Fairweather**

Range. Most of the shore is sandy, with occasional boulders; huge boulders cover the last 1.5 miles to Lituya Bay.

(51) From Lituya Bay NW to Yakutat Bay, the shore is mostly gently curving sand beaches but boulders are found in the vicinity of Cape Fairweather and at other places. Prevailing currents set NW about parallel to the shore, but it has been observed that winds have a great influence on directions and strengths.

(52) **Cape Fairweather**, 54 miles NW of Cape Spencer, is an evenly rounded point sloping gently to the sea and abruptly back to the mountains. The summit of the cape is bare of vegetation but is covered with large piles of glacier drift, some of a bright iron-rust color. **Mount Fairweather**, 15,320 feet high, is 15 miles inland from the cape and is on the Alaska-Canada boundary.

(53) Protection from SE weather can be had N of Cape Fairweather, which appreciably breaks both wind and swell. Just N is a high rocky slide, with a cataract several hundred feet high, which is prominent from offshore.

(54) **Alsek River**, about 82 miles NW of Cape Spencer, empties into the NE part of **Dry Bay**. About 8 miles back of the coast is **Alsek Glacier**. Dry Bay is filled with bars and small islands between which are constantly changing channels. The entrance to the bay, about 400 yards wide with depths of about 6 feet, has been used to some extent by small craft. The tidal current has a velocity of about 2.5 knots on the ebb; during heavy weather the sea breaks fully 2 miles offshore.

(55) From Dry Bay to Yakutat Bay, the mountains are 5 to 15 miles from the coast, and between is a low wooded plain cut by numerous streams. The principal rivers between Dry Bay and Yakutat Bay have shifting bars at their entrances and lagoons or tidal basins inside; they can be used only by small boats or launches at high water and with a smooth sea. The mountains back of the coastal plain carry numerous glaciers; **Yakutat Glacier**, about 100 miles NW of Cape Spencer and 30 miles E of Yakutat Bay, is 3 miles wide and very prominent.

(56) Mariners are advised that in glacially fed areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a handheld lead line should be used to penetrate the layer for an accurate reading.

Table of Selected Chart Notes

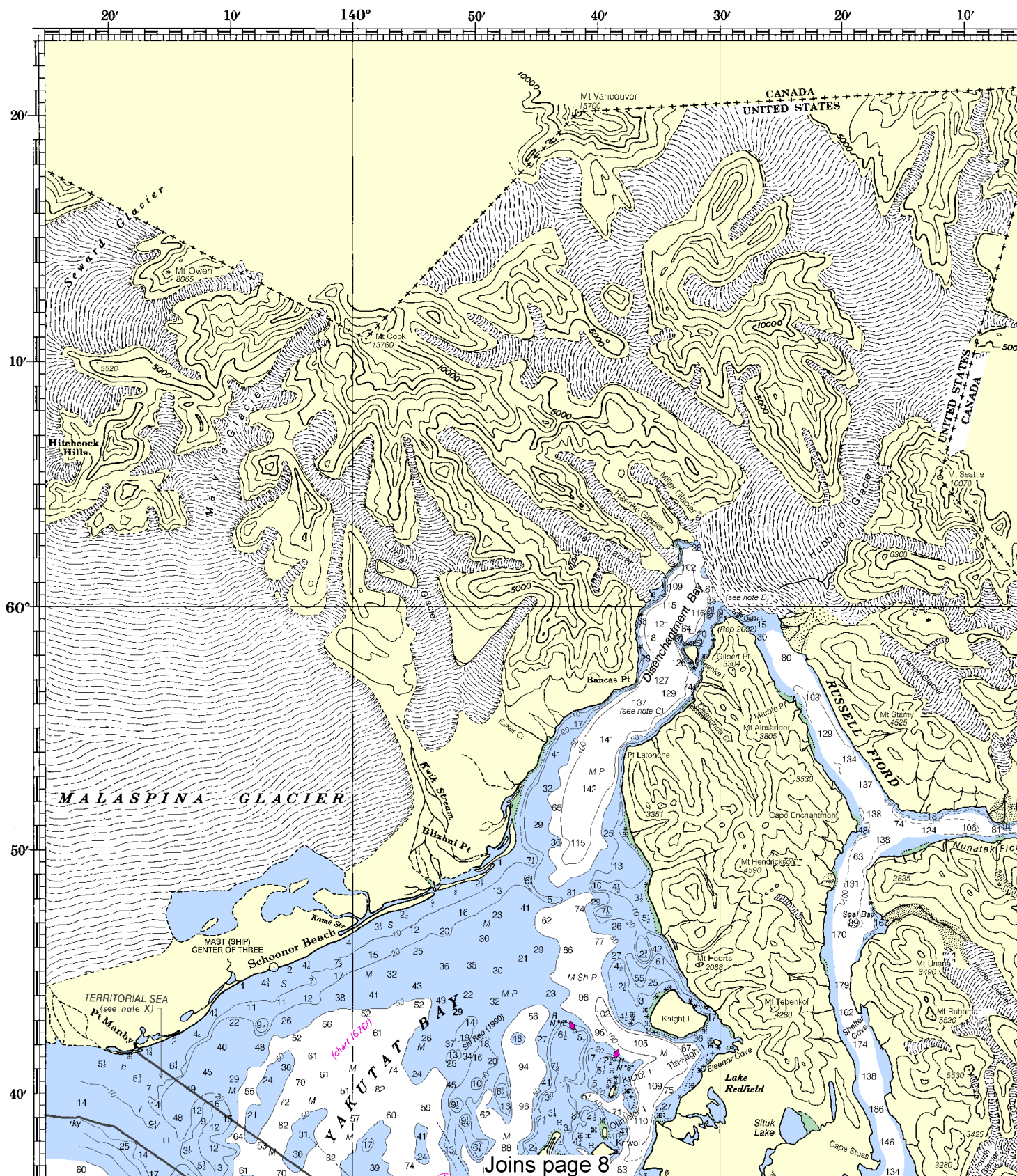
(For offshore navigation only)
(For offshore navigation only)
HEIGHTS Heights in feet above Mean High Water.
Mercator Projection Scale 1:300,000 at Lat. 60° North American Datum of 1983 (World Geodetic System 1984)
SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER
CAUTION Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
AIDS TO NAVIGATION Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
RADAR REFLECTORS Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
CAUTION Shoaling, as much as 6 feet, has been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaskan earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.
CAUTION Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: ○ (Accurate location) ◐ (Approximate location)
NOAA WEATHER RADIO BROADCASTS The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations. Althorp Peak, AK KZZ-86 162.425 MHz Mt. Robert Barron KZZ-87 162.450 MHz Yakutat, AK WKX-69 162.40 MHz
POLLUTION REPORTS Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
HORIZONTAL DATUM The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.220" southward and 6.507" westward to agree with this chart.
WARNING The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
NOTE A Navigation regulations are published in Chapter 2, U.S. Coast Pilots 8 & 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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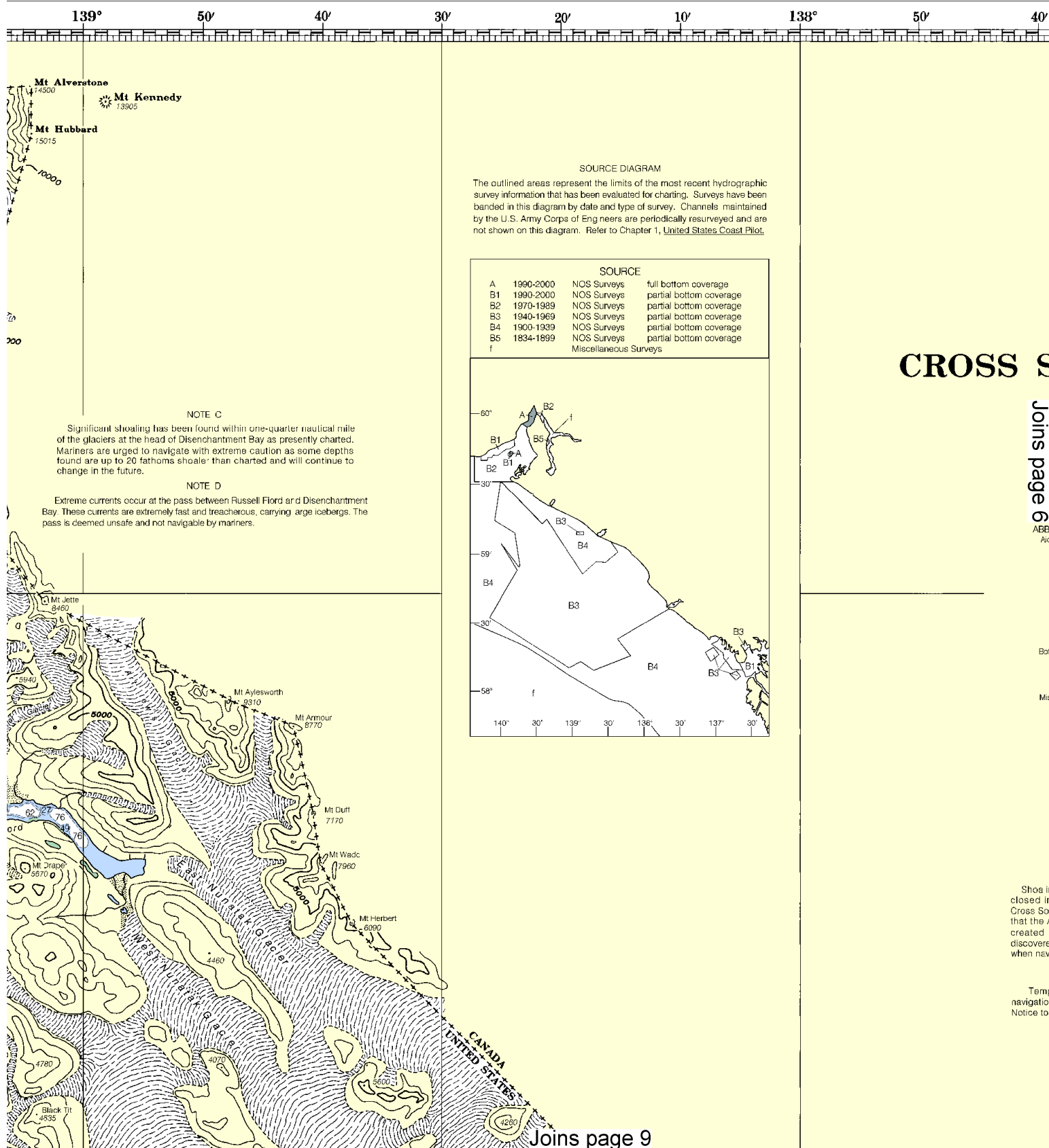
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Joins page 8

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This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:400000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



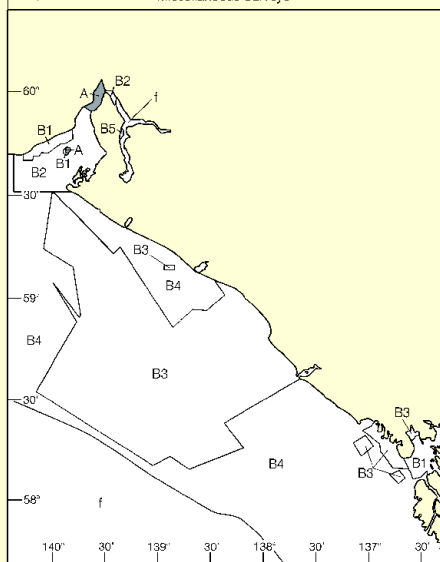
Mt Kennedy
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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A	1990-2000	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
f		Miscellaneous Surveys	



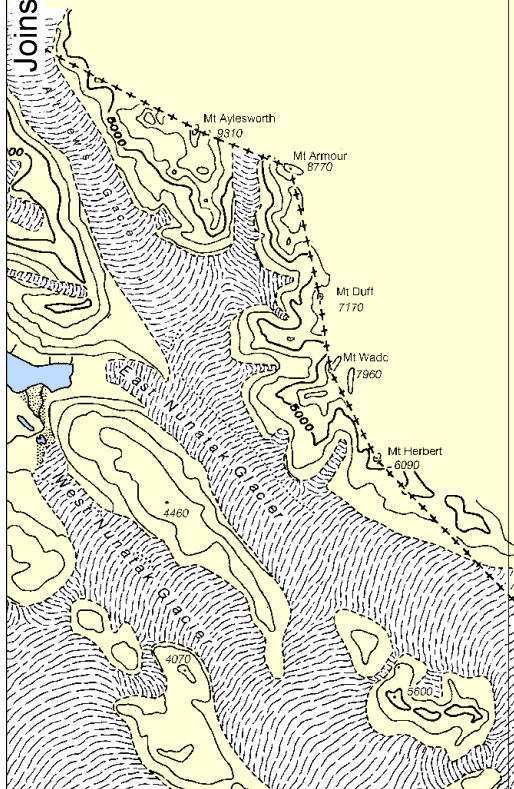
NOTE C

Recent shoaling has been found within one-quarter nautical mile of the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths may be up to 20 fathoms shallower than charted and will continue to change in the future.

NOTE D

Currents occur at the pass between Russell Flord and Disenchantment Bay. Currents are extremely fast and treacherous, carrying large icebergs. The area is unsafe and not navigable by mariners.

Joins page 5



ALASKA

CROSS SOUND

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ABBREVIATIONS (For complete list, see page 10)

Aids to Navigation (lights are in white)
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing

Bottom characteristics:
Blds boulders Co
Bk broken G
Cy clay Gr

Miscellaneous:
AUTH authorized
ED existence doubtful
L Wreck, rock, obstruction
(2) Rocks that cover an area

He

Hydrography and
Survey, with additional
Boundary Commission

CAUTION

Shoaling, as much as 6 feet, has been reported in several critical shoals of Cross Sound to Excursion Inlet. It is noted that the Alaskan earthquake of 1964 created these shoalings and that they are still being discovered. Mariners are urged to exercise caution when navigating over or near critical shoals.

CAUTION

Temporary changes or deficiencies in navigation are not indicated on this chart. Notice to Mariners.

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Joins page 10

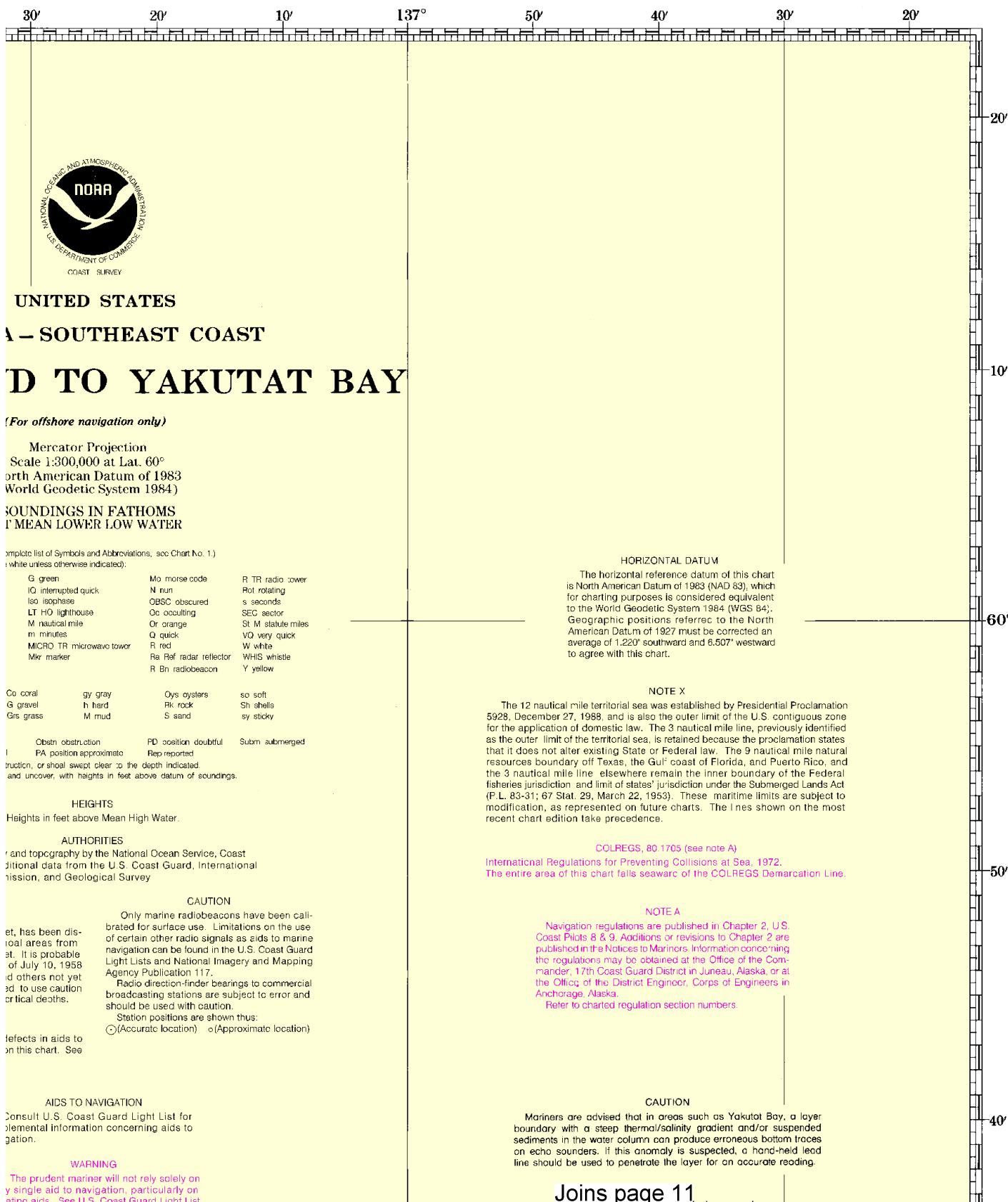


SOUNDINGS IN FATHOMS

Nautical Chart Catalog No. 3, Panels N, O, P

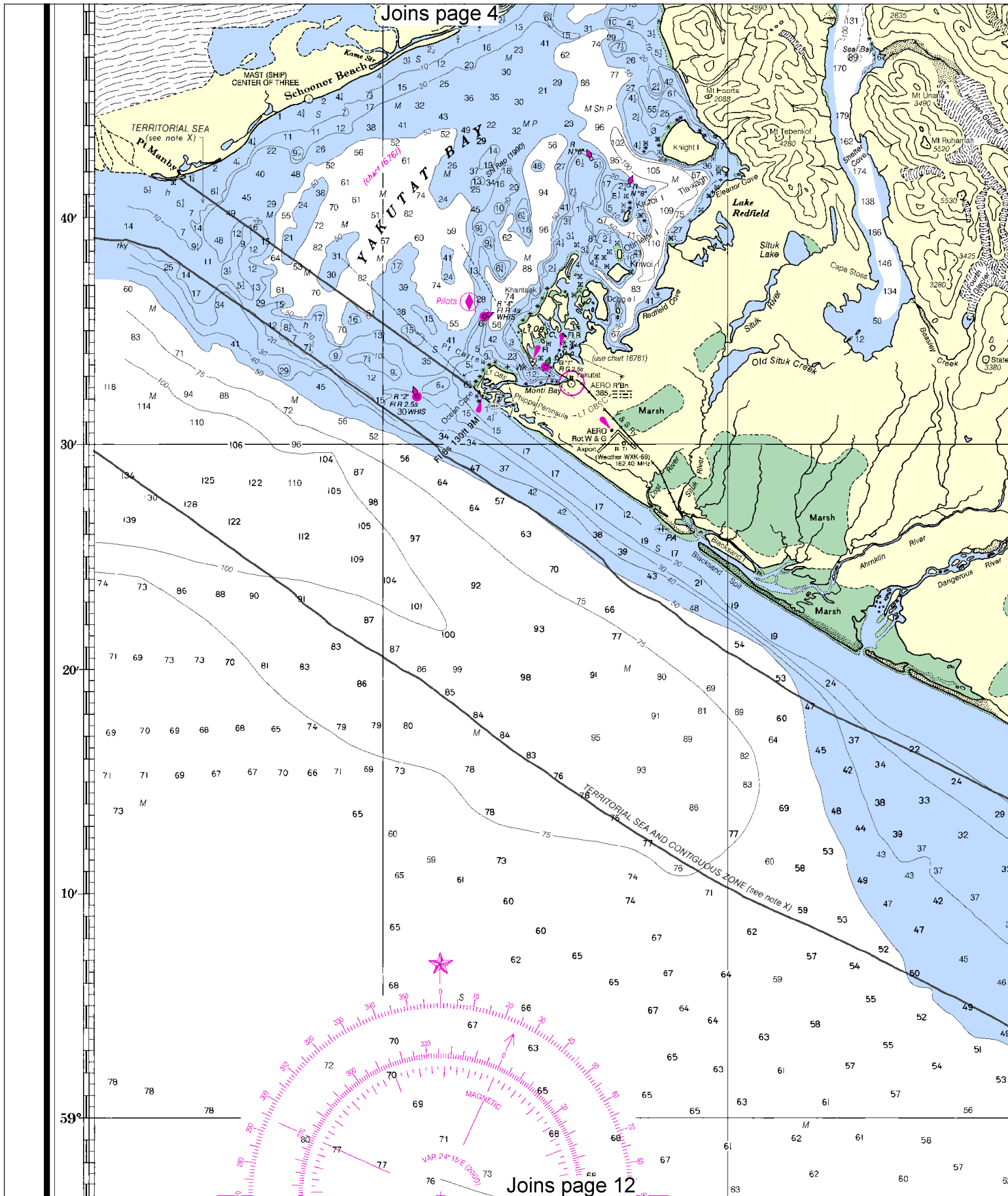
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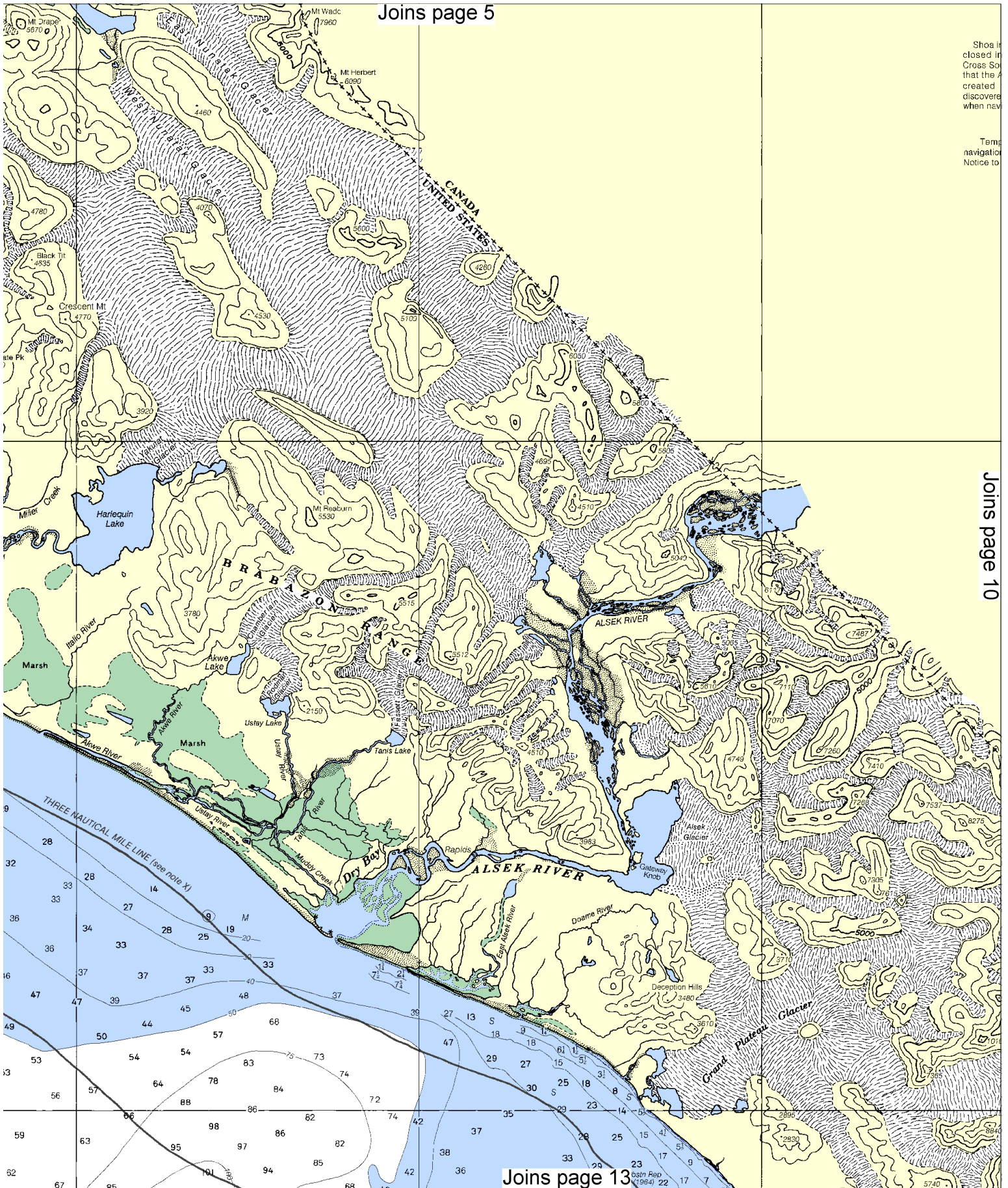
Joins page 11

Joins page 4



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CAUTION
Shoaling, as much as 6 feet, closed in several critical shoals in Cross Sound to Excursion Inlet, that the Alaskan earthquake of created these shoalings and discovered. Mariners are urged when navigating over or near or

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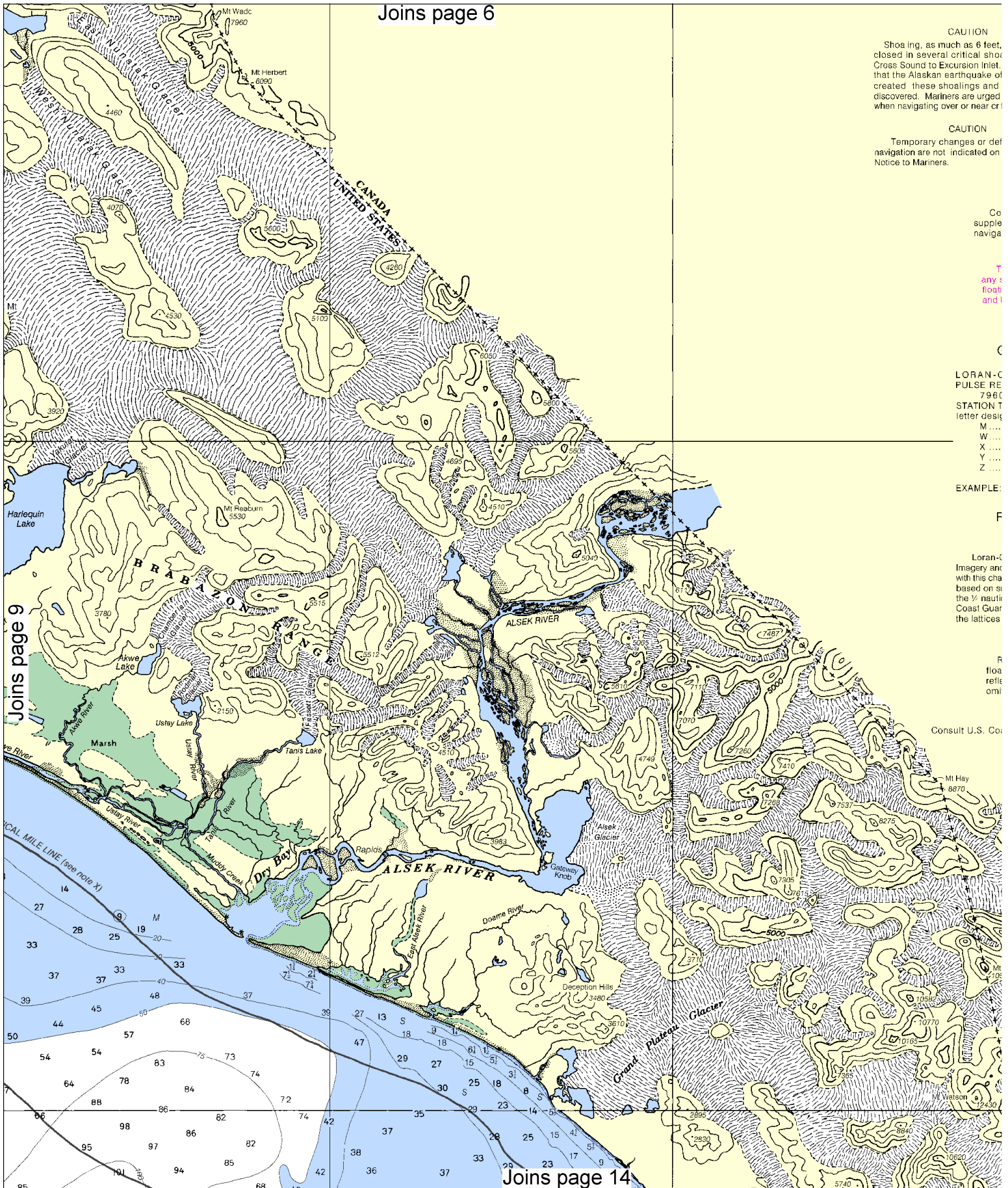
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Joins page 9

Joins page 14

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

Effects in aids to navigation on this chart. See

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
REpetition INTERVAL
60.....79,600 Microseconds
TYPE DESIGNATORS: (Not individual station signators).
..... Master
..... Secondary
..... Secondary
..... Secondary
..... Secondary

E: 7960-X

RATES ON THIS CHART

LORAN-C correction tables published by the National Imagery and Mapping Agency or others should not be used here. The lines of position shown have been adjusted for survey data. Every effort has been made to meet the accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on LORAN-C as in inshore waters.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Coast Pilots 8 and 9 for important supplemental information.



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NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 8 & 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

CAUTION
Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

CAUTION
Decreases of charted depths by as much as 15 to 20 feet have been reported in Yakutat Bay in an area adjacent to Schooner Beach from Pt. Manby to Kame Stream as a result of the February 28, 1979, earthquake. Mariners are urged to exercise extreme caution when navigating in this area, and throughout Yakutat Bay in general, as the magnitude of change is not known.

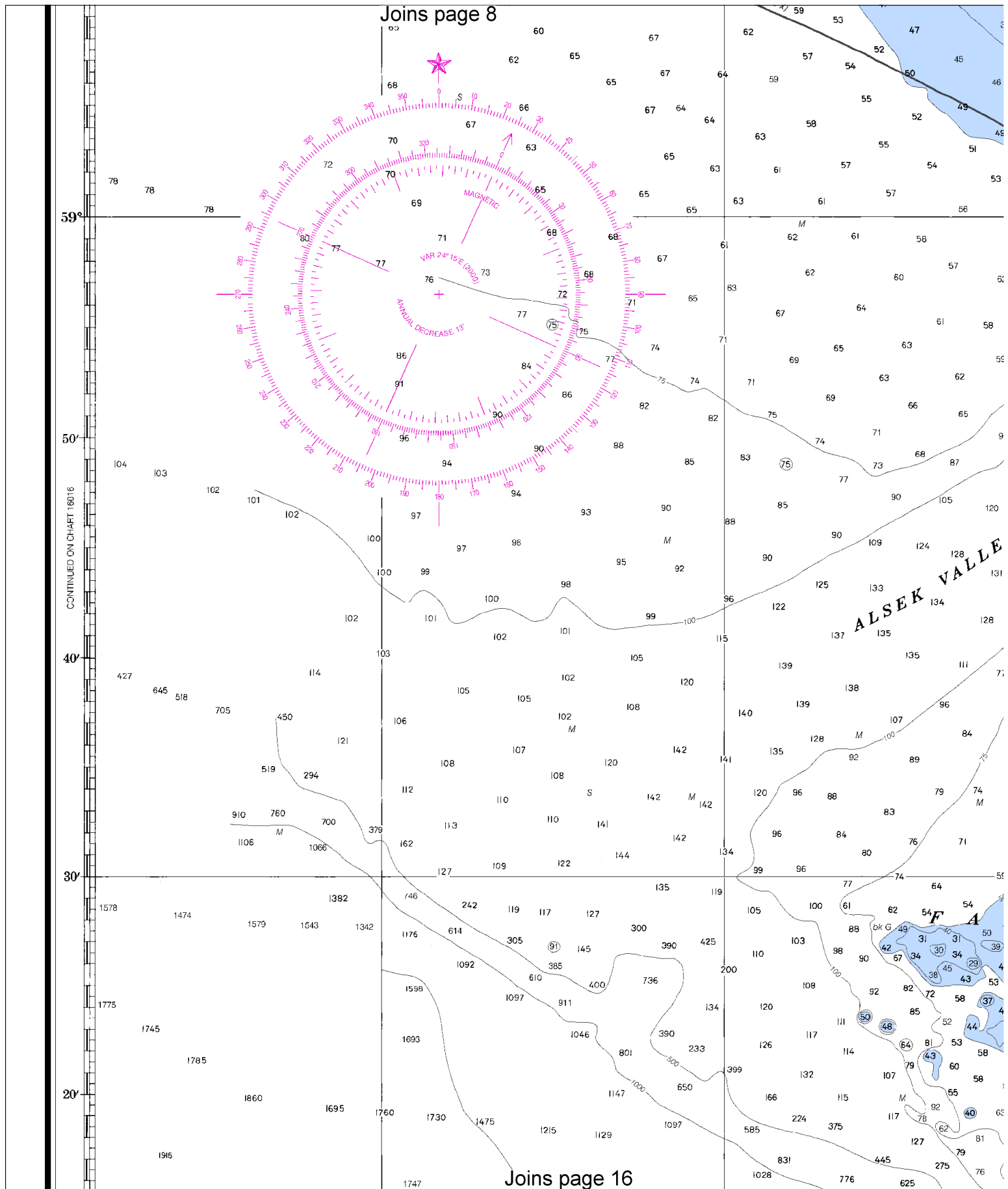
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Mt. Robert Barron	KZZ-87	162.450 MHz
Yakutat, AK	WXK-69	162.40 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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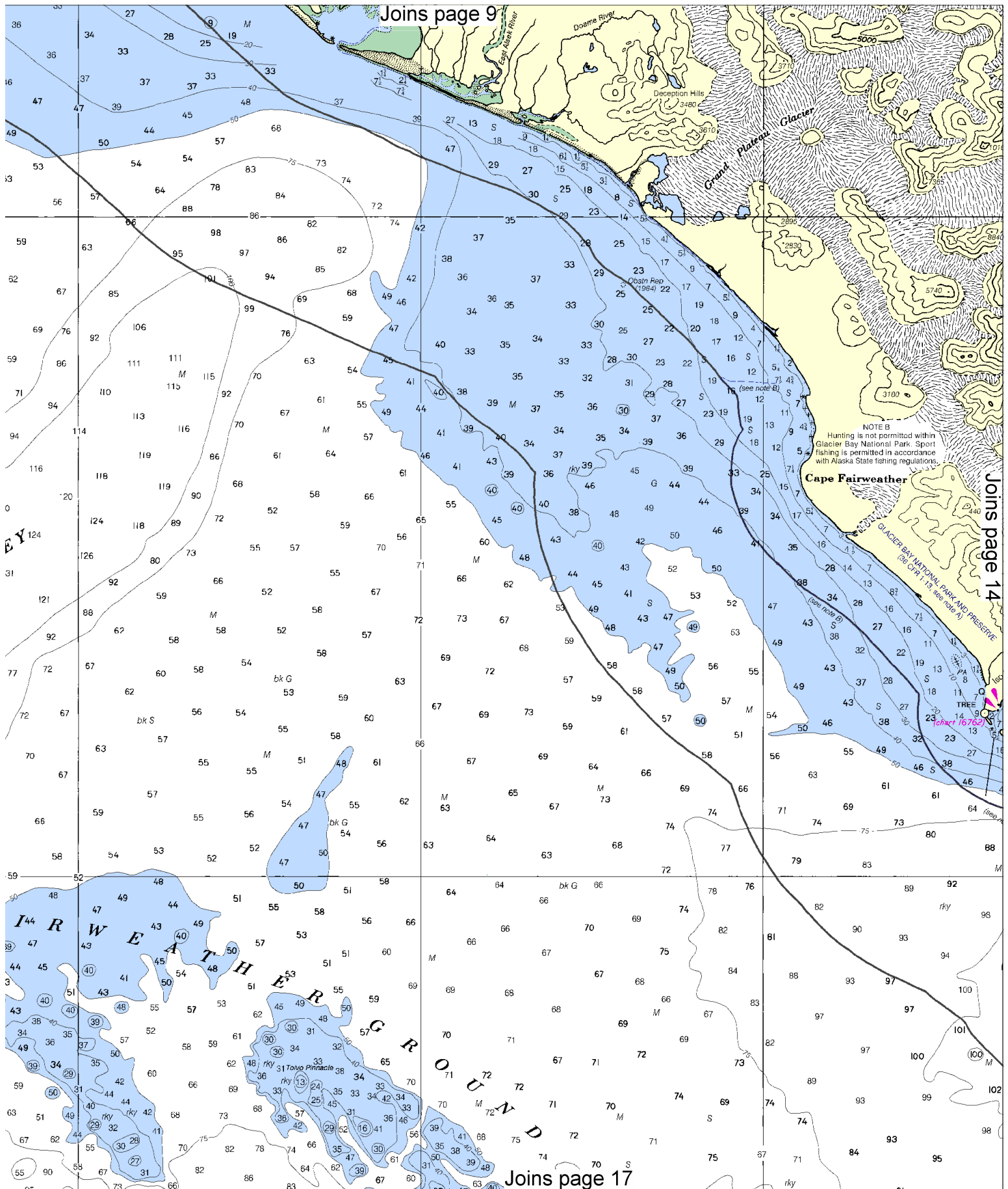
Joins page 8

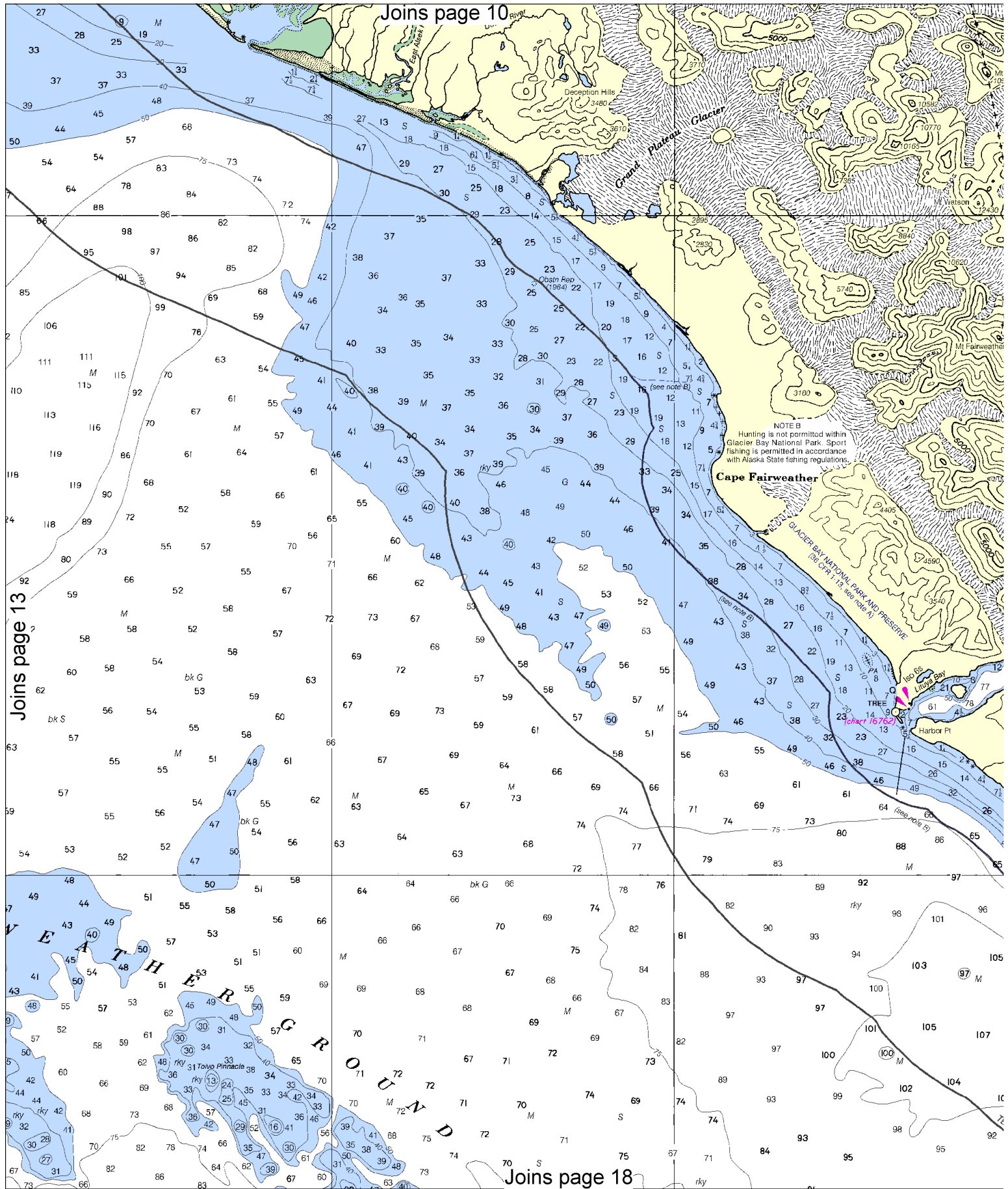


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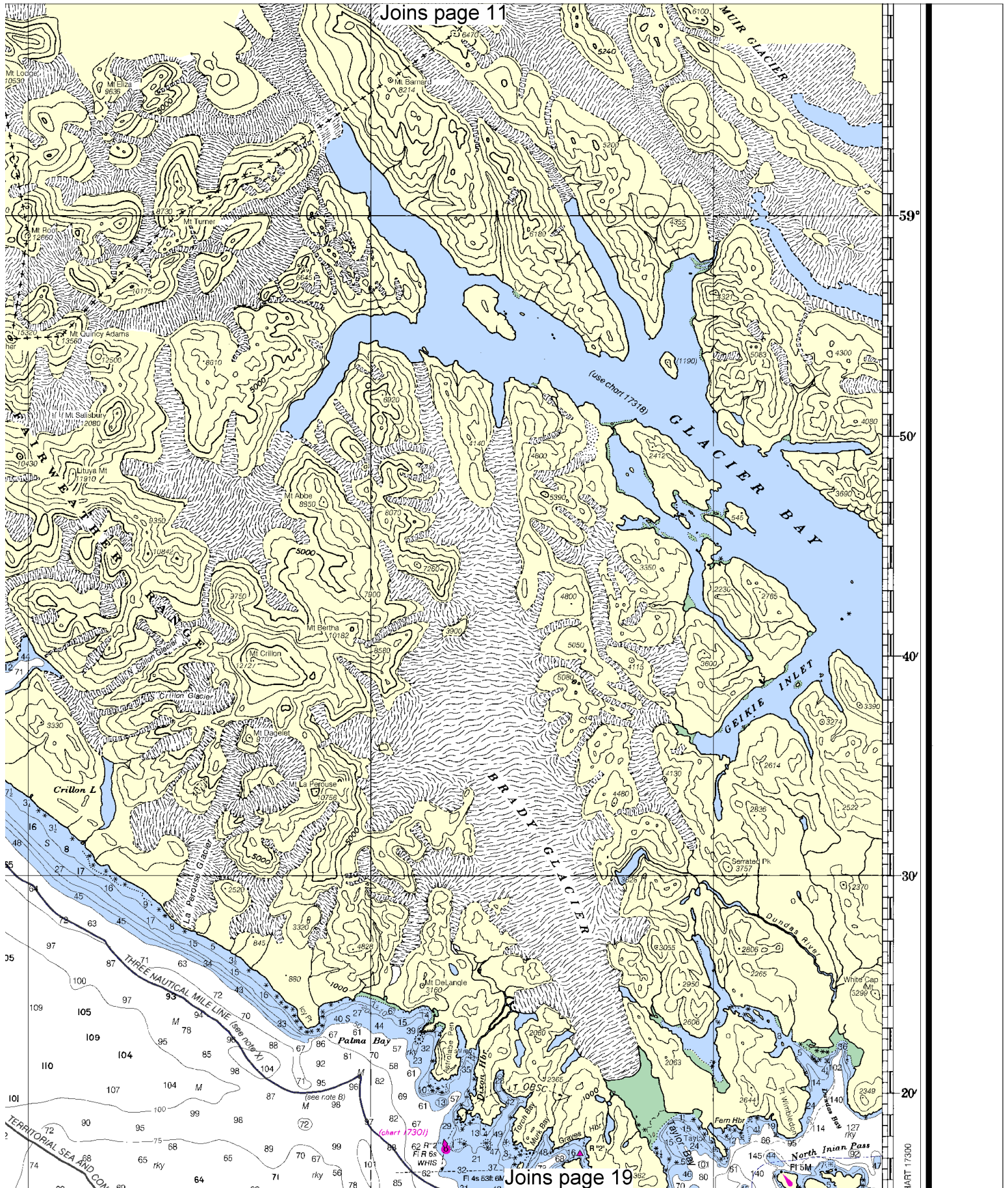
12





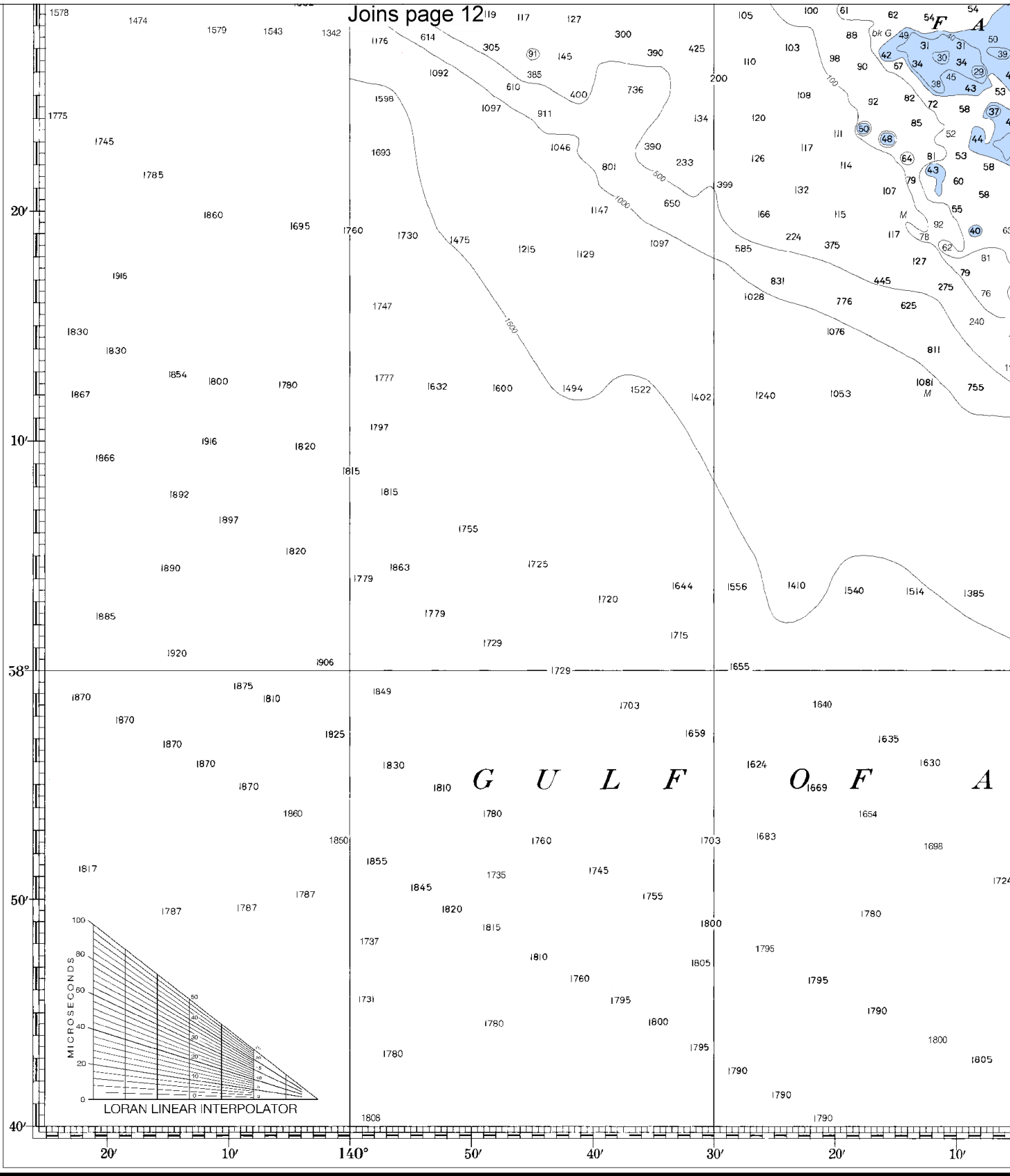


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10th Ed., Nov. 18/00

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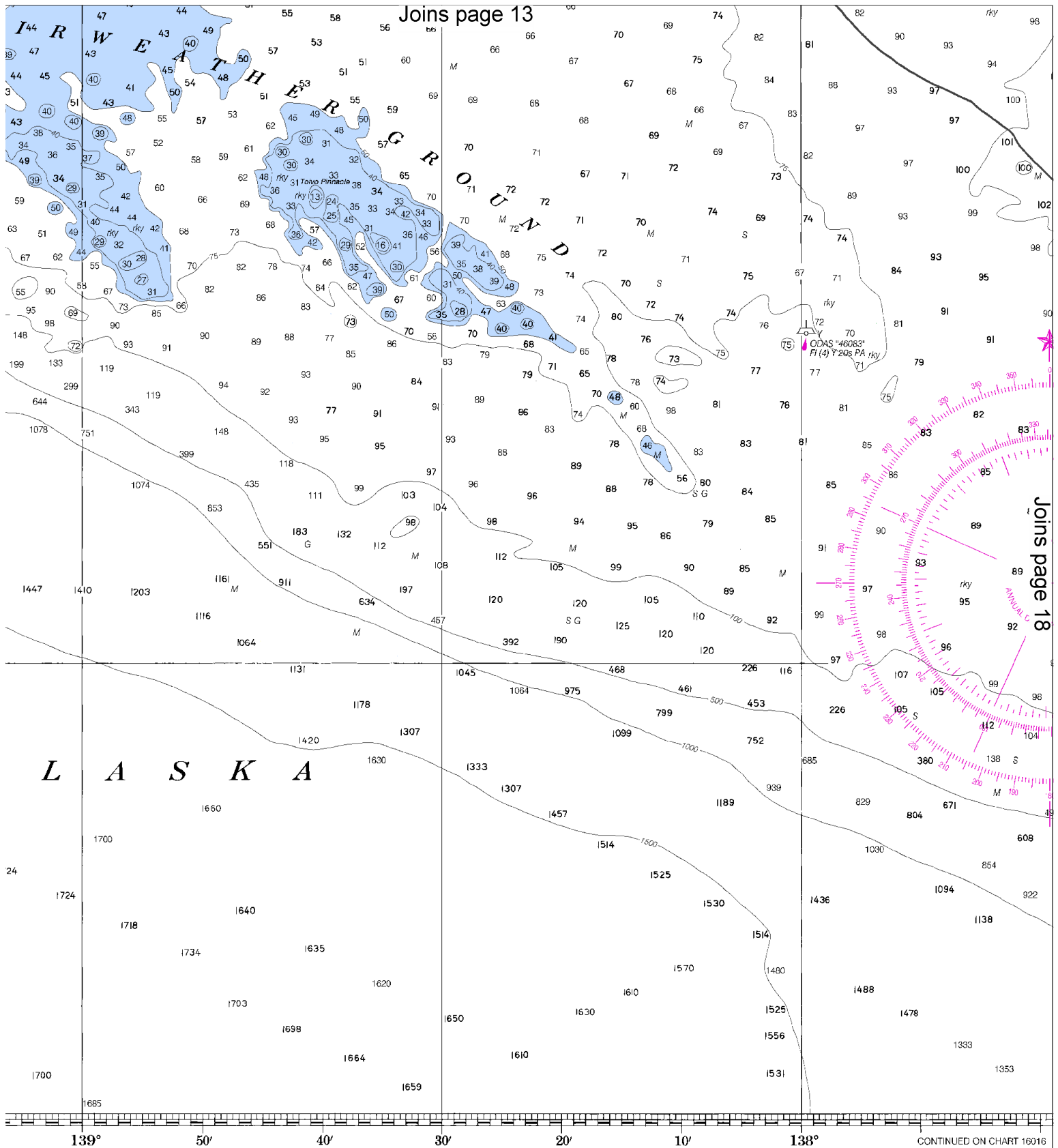
CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FATHOMS

16





OMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1.2

HAWAIIAN ISLANDS

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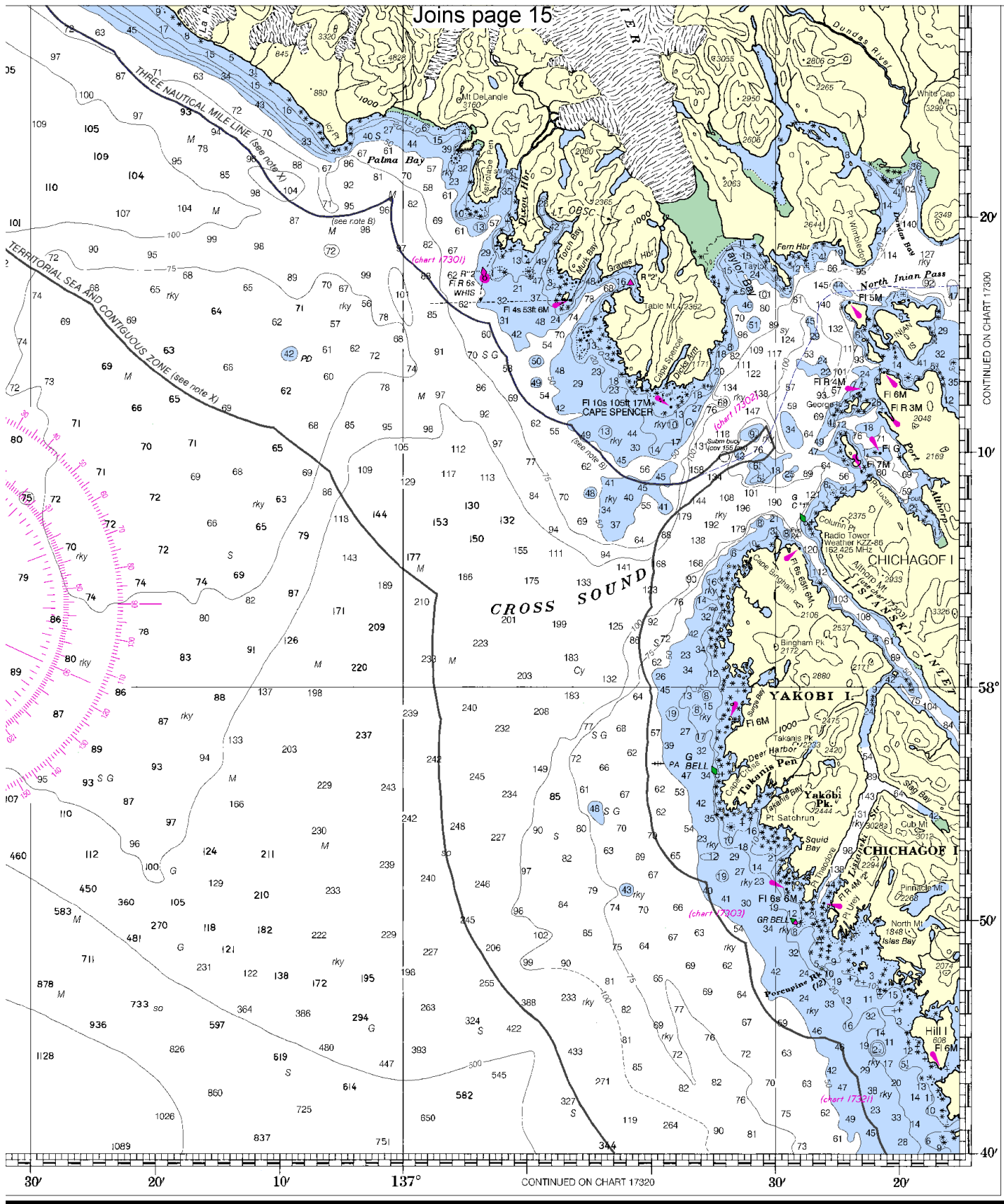
ODAS "46083" FI (4) Y 200 PA rky

VAR 2° 13' E (2000)
ANNUAL DECREASE 15'

CONTINUED ON CHART 16016

18  North

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5



Cross Sound to Yakutat Bay
SOUNDINGS IN FATHOMS - SCALE 1:300,000

16760
LORAN-C OVERPRINTED

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

Canadian Coast Guard (RCC) – 250-363-2995

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

